WESTMINSTER COURT OF SEWERS.

On Friday, the 9th instant, a special Court was held. Mr. Leslie was voted chairman of the day. The business was special: to charge a jury and receive a presentment, should the jury decide on making one, the preliminary step to making a rate on the eastern division of Westminster sewers.

The chairman having stated that his sentiments were well known on the subject of the jury receiving the evidence of the officers in open court, and not, as had been the practice, to allow the jury to leave the court and take that evidence in private, it was ultimately determined by the Court that all the evidence should be submitted to the jury in open court.

The jury having then been called into court, and having been sworn, the chairman proceeded to charge them as to the duties which devolved on them on the occasion. The returns from the vestry clerks of the several parishes in the eastern division of the Westminster sewers, comprehending portions of St. Marylebone, St. Pancras, St. Giles, and St. George's, Bloomsbury; St. Clement Danes, St. Paul's, Covent-garden; St. Martin's-in-the-Fields, St. Ann's, St. James's, Westminster, the rentals of which, in the eastern division amounted to about 800,000*l.*, were then presented to the jury, with the certificates of the respective parochial authorities. The further evidence was then submitted to the jury, that the form of presentment was in its schedule of owners or occupiers, and rentals, an exact copy of the several poor-rate books, as directed by the 52nd Geo. III., local.

The jury, on being offered any additional documents or plans they might require, expressed their satisfaction with the evidence they had received, and completed the presentment.

The Court ordered the usual public notices of the presentment to be made, and then adjourned to Friday, the 16th instant, at 12 o'clock.

PUBLIC NECESSARIES.

We cannot urge too strongly the importance of this subject, in connection with the health and well-being of the community. The necessity increases every day, and it is to be hoped that our contemporaries of the press, who up to this time have been silent on the question, will throw aside all false delicacy, and give their aid in obtaining the attention of the authorities. The following letter has been addressed to the Lord Mayor:—

My Lord,—The great improvements which have taken place during the last thirty years, have diminished the public urinals which used to be found at every public-house door, but are now scarcely to be met with from one end of a street to the other, to the great inconvenience of the public. To obviate this evil, I should recommend one or more public urinals in every street, with tanks to receive the urine, which could be applied to many valuable chemical purposes, would employ a vast number of poor people, and might become profitable as well as convenient to every large town in the kingdom, if carried into effect.—I am, my Lord, your Lordship's most obedient servant,

Stratford, Bow. THOS. STIRLING.

A memorial to the same effect would be numerously signed, and could hardly fail to obtain the desired object.

One of our first correspondents on this subject, whose letter, signed "Surveyor," appeared in THE BUILDER of Nov. 29th., has forwarded a plan for public necessaries, but we do not think it necessary to publish it. He urges, that new erections should be made for the purpose, not old buildings altered; that they should be of the cheapest and most inexpensive kind; and that there should be no doors.

CHESTER CATHEDRAL. — This venerable structure, which has for a considerable period been undergoing an almost complete renovation, has been re-opened for Divine worship. The alterations and repairs have been made under the superintendence of Messrs Furniss and Kilpin, of Chester, to whom the dock committee rendered much assistance by allowing the use of some of their largest stoves for the steaming of their heavy timber. The re-opening was marked by many circumstances of interest.

RAILWAY JOTTINGS.

The distance between the cross of St. Paul's in London, and the centre of the great tower of York Minster, as measured along the earth's surface, is, according to the Ordnance survey, 920,108·7 feet, or very nearly 174¼ miles, and it is said that the main line of the Direct Northern between London and York is 176 miles.——The number of plans deposited in the private bill office amount to 721, being 57 less than those deposited with the Board of Trade, and about one-half less than those originally registered.——On the 25th ultimo the first stone was laid of the great viaduct on the Cork and Bandon line. It is to cross over the mail coach road at Chetwynd valley, at Castlewhite. The foundations have been sunk to receive the masonry of the immense piers and abutments. The height of the viaduct at the centre pier will be 90 feet over the valley, and 105 feet over the foundations, and will form one of the most imposing and stupendous viaducts in the world.——The tunnel through Rose Hill, near Brighton, is nearly finished. An embankment has been raised to join the viaduct forming the junction with the present London and Brighton. When this viaduct is finished, upwards of three millions of bricks will have been used. It consists of twenty-seven arches, eight of which are turned, and the work pointed. The height of this from the ground to the base of the sleepers upon which the rails will be laid, is 72 feet, and the space across the road is 50 feet in width. All the buttresses, which are of brick, are pierced so as to take off the weight of the material, and contribute to the general stability of the erection.——The Manchester and Leeds Railway Company have voted 2,000 guineas for a testimonial to their chairman, Henry Houldsworth, Esq.; also 100 for his portrait, which is to be permanently hung up in the board-room of the company. They have also voted 1,000 guineas for a testimonial to Captain Laws, the managing director of the company. ——A tunnel of 3,482 yards will, it is said, be required on the proposed York and Carlisle, at a depth of 120 yards.——The Leeds and Carlisle will require a tunnel of 5,489 feet, or nearly 3¼ miles in length. It will also have to pass over a viaduct 500 yards in length, having 200 arches, the centre one being 130 feet high.——It is said that a railway will be brought before Parliament next session, thirty-seven miles long and "all tunnel."—— A fog signal for the prevention of railway accidents has been invented by a Mr. E. A. Cowper. It consists of a small box of explosive mixture, which, by means of a lead clip, is in one instant attached to the rail at a proper pulling-up distance from the station, the slip, or the accident, as the case may be. On the engine going over the signal, it explodes with a very loud noise, which is infallibly heard by the driver, who immediately shuts off the steam. ——The survey of the line for the erection of the viaduct by which the extension of the line from the terminus at Nine Elms is to be carried to the Belvidere-road, Westminster-bridge and Waterloo-bridge, has been completed: nearly one thousand houses will have to be cleared away. The work is about to commence at the Wandsworth-road, in the course of the next week. The viaduct will pass across the Wandsworth, the South Lambeth, the Vauxhall, and the Westminster-bridge roads.——Passengers' luggage is now registered on the Brighton and Dover line. A fee of one penny per parcel ensures its safe arrival. A receipt is given to the passenger, who, by the production of it, obtains his luggage on reaching his destination.——The broad and narrow gauge experiments are still progressing under the superintendence of the respective engineers, and in the presence of her Majesty's commissioners. The rate of the gauges now stands thus:—broad gauge train of 400 tons, 23 miles per hour; narrow gauge train of 400 tons, 19 miles; excess of speed for broad gauge, 4 miles per hour.

WINDSOR CASTLE. — It is very desirable that tickets to view the castle should be obtainable in Windsor. Several parties have arrived in the town since the new arrangement came into operation on the 1st inst., for the express purpose of visiting the state apartments, but they were necessarily disappointed, in consequence of being unprovided with tickets.

LIST OF NEW PATENTS

RELATING TO ARCHITECTURE, ENGINEERING, &c. GRANTED FOR ENGLAND.

Furnished by Mr. A. Prince, of the Office for Patents of Inventions, Lincoln's-inn Fields, London.

[SIX MONTHS FOR ENROLMENT.]

Henry Waller, of Vauxhall-road, engineer, for improvements in sluice cocks. Oct. 31.

Thomas Edwards, of Islington Foundry, Birmingham, engineer, for certain improvements in steam engines. Nov. 3.

George Ewart, of the New-road, zinc manufacturer, for improvements in the manufacture of chimney-pots. Nov. 3.

Richard Atha, of Walton, near Wakefield, engineer, for atmospheric engines. Nov. 4.

Peter Armand le Compte de Fontainmoreau, of Skinner's-place, Size-lane, for certain improvements in producing artificial fuel. November 6.

Bryan Donkin, of the Paragon, New Kent-road, civil engineer, for improvements on wheels as applicable to railway carriages, and on the mechanical contrivances by which railway carriages are made to cross from one line of rails on to another line, or on to what are generally called sidings. Nov. 11.

George Hill Dutton, of Dutton, brewer, for certain improvements in conveying intelligence from one part of a railway train to another. Nov. 11.

Joseph Ramor Yglesias, of Mark-lane, London, merchant, for a new mode of application and combination of mechanical arrangements (or of mechanical and hydrostatical arrangements) already known and in use for the purpose, by such application and combination of augmenting the power or moving force of first moving machines or engines. Nov. 13.

Edward Hall, of Dartford, Kent, civil engineer, for an improved double cylinder condensing engine. Nov. 15.

James Boydell, Jun. of the Oak Farm Works, Dudley, ironmaster, for improvements in the building of ships and other vessels. Nov. 17.

Frederick Oldfield Ward, of Cork-street, Middlesex, gentleman, and Malcolm William Hilles, of Henrietta-street, Covent-garden, gentleman, for improvements in the construction of railways, and in machinery and apparatus for working carriages thereon. Nov. 18.

Christopher Vaux, of Brighton, gentleman, for improvements in apparatus or machinery for preventing accidents to carriages and passengers on railways, parts of which improvements are applicable to save lives and property in other places. Nov. 18.

Edward Brown Wilson, of Leeds, engineer, for improved apparatus applicable to swivel bridge and turn tables. Nov. 18.

Buckworth Henry Powell, of Penningtonhouse, Southampton, lieutenant and captain in the Grenadier Guards, for certain improvements in carriages to be used on rail and other roads. Nov. 18.

William Malins, of Mansion-house-place, London, and West Bromwich, Stafford, iron master, for improvements in constructing roofs and other parts of buildings of iron or other metals, and in the preparation of the materials of which the same are or may be constructed. Nov. 18.

Moses Poole, of London, gentleman, for certain improvements in raising and transporting earth and other heavy bodies. Nov. 18.

Ernest Edge, of Manchester, mechanic, for certain improvements applicable to the wheels and axles of engines, tenders, carriages, and waggons, to be used on railways. Nov. 20.

George Skinner, merchant, of Stockton-upon-Tees, and John Whalley, of South Stockton-upon-Tees, earthenware manufacturer, for certain improvements in the manufacture of earthenware pastes and vitreous bodies, and also a new composition and material for the same, with certain new modes of combination thereof, which improvements, compositions, and combinations are applicable to the manufacture of earthenware pastes, vitreous bodies, slabs, tiles, and pavement, and various other useful and ornamental purposes. Nov. 20.

John White, of Salford, in the county of Lancaster, engineer, for certain improvements in engines, machinery, or apparatus, for raising or forcing water. Nov. 27.

Moses Poole, of Serle-street, gentleman, for certain improvements to hinder the oxydation of iron, in all its various states, of cast metal, steel, malleable iron, and also to render malleable iron more hard and durable. Nov. 27.